



## City of Alameda, California

August 19, 2014

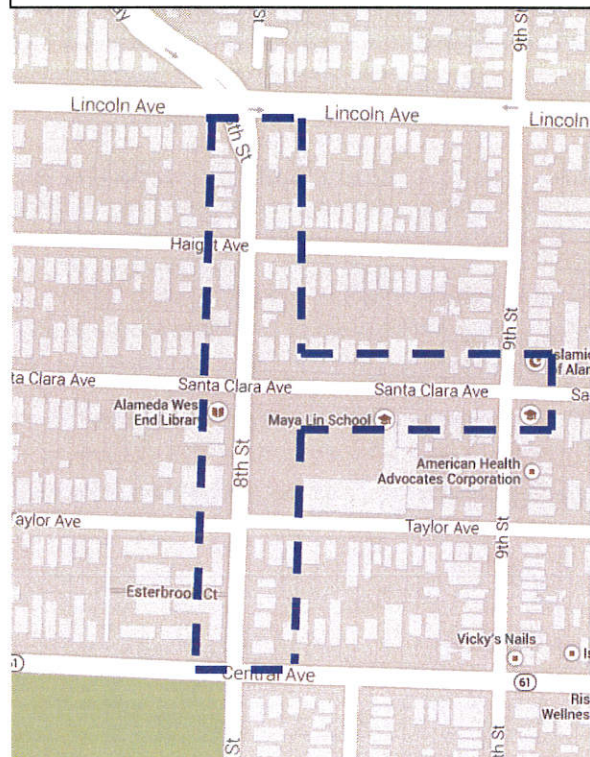
**Dear Alameda Resident, Business, or Property Owner:**

The Public Works Department has received various concerns/requests regarding Eighth Street from Lincoln Avenue to Central Avenue, as well as Santa Clara Avenue from Eighth Street to Ninth Street. This notice has been sent to inform you of staff's findings and recommendations. Please note that this notice has been broken down into the following sections:

- A. Recommendations that are moving forward,
- B. Recommendation that is appealable,
- C. Proposals that we are collecting comments on, and
- D. Various concerns/requests that were reviewed.

A map of the study area has been provided in the figure to the right.

**Figure1. Study Area**



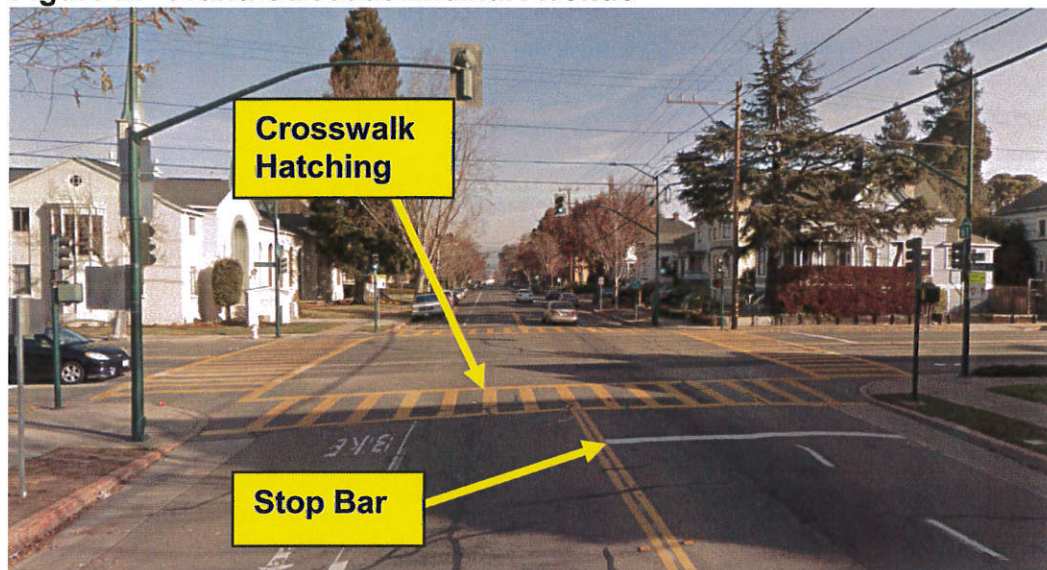
### **A. Recommendations that are moving forward**

This section includes improvements that we will implement in the near future in order to address concerns in a timely manner. These recommendations are not appealable.

**Recommendation #1.** For the intersection of Santa Clara Avenue and Eighth Street, we are recommending the installation of stop bars 5 feet in advance of crosswalks and ladder/zebra hatching in the crosswalk. The stop bars will create a buffer between users of the crosswalk and motor vehicles (at a red light), and the hatching will make the crosswalk and pedestrians more visible to motorists. This recommendation can be installed within the next 4-8 weeks. Please see Figure 2, which shows Grand Street and Encinal Avenue, for an example of these improvements.



**Figure 2. Grand Street at Encinal Avenue**



**Recommendation #2.** On Eighth Street, from Lincoln Avenue to Central Avenue, we are recommending to install a consistent white stripe on the right side of the travel lanes to define the right edge of the travel lanes and establish visible limits for the parking. By clearly designating these parts of the street, this will reduce the amount of collisions between moving and parked vehicles. In addition, the narrowing of streets through visual cues is a common strategy to address vehicle speeds, which was a concern expressed by residents. Staff, however, found that the 85<sup>th</sup> percentile speeds on Eighth Street were comparable, or lower, than most streets in Alameda. Further analysis regarding vehicle speeds has been provided later in this notice. This recommendation can be installed within the next 4-8 weeks. Please see Figure 3, which shows the 400 block of Santa Clara Avenue, for an example of this improvement.

**Figure 3. 400 block of Santa Clara Avenue**





After the installation of the white stripes, **it is highly recommended that you do not park vehicles that do not fit in these parking spaces. If you park on the curb/sidewalk or protrude into the travel lane, you will be cited by the Alameda Police Department.**

**Recommendation #3.** At the southwest corner of Eighth Street at Haight Avenue, staff recommends to paint the curved curb red to improve visibility. This would not result in the loss of any parking as motorists are currently not allowed to park here. This recommendation can be completed within the next 4-8 weeks. Please see the figure of the subject location below.

**Figure 4. Southwest Corner of Eighth Street at Haight Avenue**



**Recommendation #4.** Staff received concerns regarding collisions at the intersection of Santa Clara Avenue and Eighth Street. Staff's review found that in a span of over 5 years, there were 8 reported collisions at this intersection and 2 involved bicyclists. The 6 motor vehicle collisions were all due to driver inattention or driver error, and were not susceptible to correction through engineering.

The 2 bicycle related collisions were both due to the bicyclist (not the motorist) violating the rules of the road. Per the California Vehicle Code, a bicycle is a vehicle, and bicyclists must abide by the same rules of the road as motor vehicles. For these reasons, staff recommends bicycle safety education classes and giveaways for the students of Maya Lin School. Staff has recently submitted two grants for these improvements and is waiting to hear if the grants are awarded.

**Recommendation #5.** Staff recommends the repainting of faded red curbs within the study area to clarify no parking zones and maintain visibility zones. This recommendation can be completed within the next 4-8 weeks.

**Recommendation #6.** Staff recommends that the Alameda Police Department enforce violations of vehicle speeds and motorists not yielding to pedestrians at hours in which the violations are likely to occur. This will be an efficient use of Police time and address concerns when they happen. This request to the Police Department can be made immediately.

**Recommendation #7.** For those in the neighborhood who are still concerned about vehicle speeds, staff recommends their participation in the Police's Neighborhood Speed Watch Program. The Police, through this program, assign a Volunteer in Policing (VIP) to work with groups of participants in collecting speed data (with a radar speed gun) and license plate data. This data is then brought back to the Police, who will send courtesy notices to violators. Although these notices are not citations, they will at least inform violators that they were observed exceeding the speed limit and motorists will be conscious of that fact the next time they proceed through the neighborhood. This recommendation can be started and completed at the discretion of the residents who are interested in participating in this program.

#### **B. Recommendation that is appealable**

**Recommendation #8.** Staff received a request to install all-way stop signs at the intersection of Santa Clara Avenue at Ninth Street. Under State of California guidelines, the installation of an all-way stop control may be considered if certain criteria are met. The major criteria include: visibility, collision history, traffic volumes, pedestrian volumes, and critical speed. Staff's review and analysis of the data collected from this intersection indicate that it does not meet the State warrants for the installation of an all-way stop control.

Since many of the streets in Alameda are residential in nature, the City developed reduced warrants, known as neighborhood warrants, for use in residential neighborhoods only. These reduced warrants were also applied to the subject intersection and these criteria were not met either. Therefore, staff **does not recommend the installation of an all-way stop control at this intersection.**

Any interested person may appeal the decision of the Public Works Director by obtaining an appeal form from the Public Works Department or filing a letter with the Public Works Department. The appeal shall specifically state the basis of the appeal and provide facts supporting the basis. The appellant shall submit the appeal with a \$100 non-refundable appeal fee to the Public Works Department by no later than **Monday, September 1, 2014, at 6:00 p.m.** Appeals will be heard by the Transportation Commission (TC) no later than the third regularly scheduled TC meeting following the submittal date of the appeal. The address of the Public Works Department is provided below:



City of Alameda  
Public Works Department  
950 West Mall Square, Room 110  
Alameda, California 94501

**C. Proposal that we are collecting comments on**

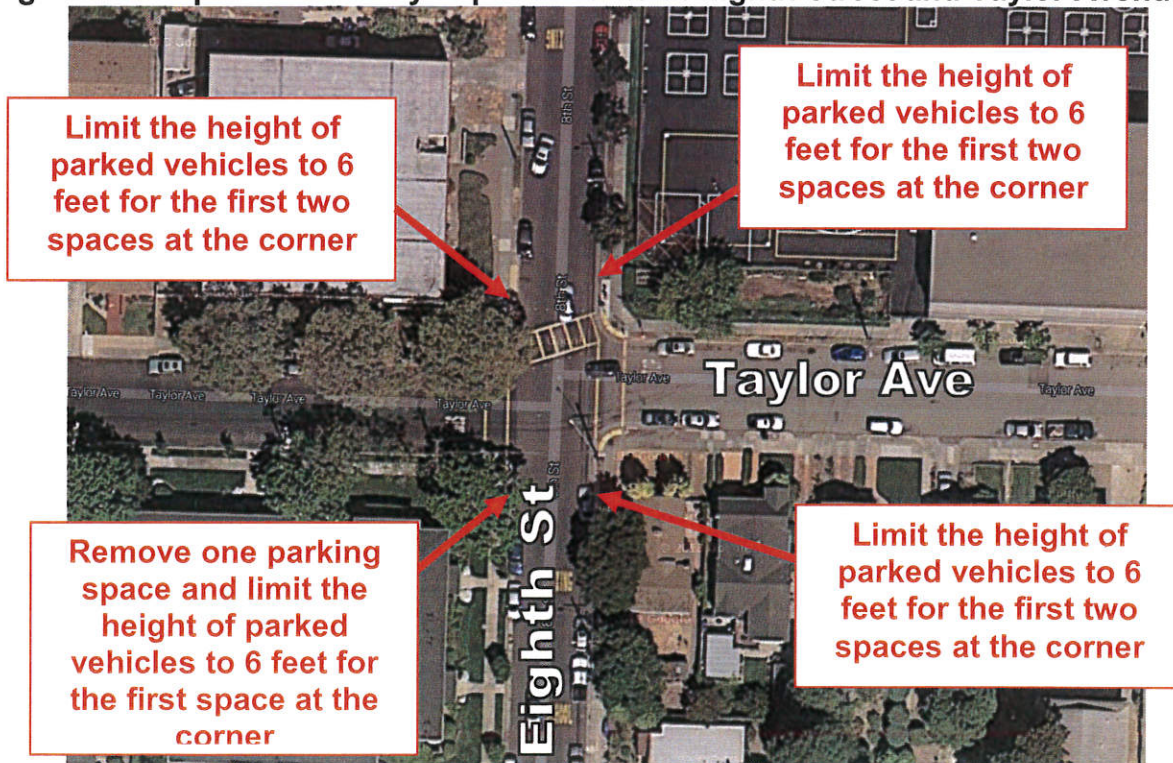
This section includes a proposal and information on how to provide comments for the proposal.

**Proposal #1.** Staff reviewed the intersection of Eighth Street and Taylor Avenue and found that the visibility had room for improvement. Therefore, staff is proposing to:

- A. Remove one parking space on the southwest corner of Eighth Street at Taylor Avenue (by painting red curb),
- B. Limit the height of parked vehicles to 6 feet at the first parking space after the red curb at the southwest corner, and
- C. Limit the height of parked vehicles to 6 feet for the first two parking spaces at the other three corners of Eighth Street at Taylor Avenue.

Please see the Figure 5 of the proposal.

**Figure 5. Proposed Visibility Improvements at Eighth Street and Taylor Avenue**



### **How to submit comments on the proposal?**

The Public Works Department will be accepting comments on the proposal until 6:00 p.m., Tuesday, September 2, 2014. Comments may be mailed or hand delivered to:

Mr. Alan Ta  
City of Alameda, Public Works Department  
950 West Mall Square, Room 110  
Alameda, California 94501

Comments may also be emailed to [ata@alamedaca.gov](mailto:ata@alamedaca.gov). All comments will be considered prior to a final decision. Public Works Department staff will mail a separate notice informing property owners/occupants of their final determination.

### **D. Various concerns/requests that were reviewed**

Below are our findings on submitted concerns/requests that are not mentioned anywhere else in this notice. Staff's recommendations for this section are not appealable.

1. **Remove parking on Eighth Street** (due to collisions with parked vehicles) - Due to the amount of multi-unit residencies and high parking demand, staff does not recommend to remove parking. Staff has provided an alternative recommendation, the installation white stripes to the right of travel lanes. See Recommendation #2.
2. **Speed bumps** - The 85<sup>th</sup> percentile speed is the speed at which 85% of vehicles are traveling at or below. It is used for engineering analysis/design and police enforcement. Staff found that the 85<sup>th</sup> percentile speeds in this area are 23 MPH or 28 MPH, which is comparable or lower than most streets in Alameda. For these reasons, staff does not recommend speed bumps.
3. **Change Eighth Street to One-Way** - One-way streets typically come in pairs in order to provide adequate access to both ends of the corridor as well as along the corridor. Based on the existing street configurations of this neighborhood, crucial access points such as the tube and Otis Drive, and existing facilities (such as traffic signals), it would not be possible to change Eighth Street to a one-way street because we would not be able to provide a proper counterpart for the other direction of travel. For these reasons, staff does not recommend changing Eighth Street to a one-way street.
4. **Right Turn Arrow, Santa Clara Avenue and Eighth Street** - Right turn arrows are generally installed when the amount of right turn vehicles are 200 or more during the busiest hour. The highest amount of right turn vehicles was 94 from

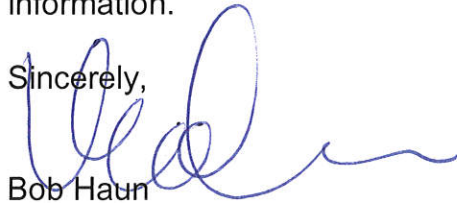


7:45 AM to 8:45 AM. Staff will perform additional analysis on this request, but does not recommend installing a right turn arrow at this time.

5. **Signs that prohibit walking at certain times** – Sign standards are set by the State and Federal government; and this is not a standard sign. If the requestor meant a pedestrian scramble (e.g. in Chinatown where all pedestrians can walk to any corner), then there is not enough pedestrian crossings to make that change to the traffic signal. For these reasons, staff does not recommend these items.
6. ***“Eighth Street is small and turns into big Constitution, Eighth is not designed for this”*** – Based on the street classification of Eighth Street in the City’s Transportation Element, the traffic volumes on Eighth Street are appropriate for its classification. Additionally, two lane streets turning into four lane streets and vice versa are common.
7. **Close Eighth Street at Lincoln Avenue** – Based on the classification of Eighth Street and the design of Eighth Street as an integral part of the street network in this neighborhood, staff does not recommend closing Eighth Street at Lincoln Avenue. The closure of Eighth Street would cause severe impacts to traffic in this area.
8. **Install poles at the corners of Santa Clara Avenue and Eighth Street to prevent vehicles driving onto the sidewalk** – Per State standards for the installation of poles (as traffic related devices), poles shall be installed so that they break-away at the surface at which they are mounted. Staff does not recommend the installation of poles for the requested purpose.
9. **Install yellow ladder hatching at the crosswalks of Santa Clara Avenue and Ninth Street** – The crossing for Santa Clara Avenue currently has ladder hatching and Ninth Street is currently stopped at Santa Clara Avenue. Due to the stop, staff has determined that the ladder hatching for those legs of the crossing are not necessary, and therefore, does not recommend it. This item can be revisited at a later time if additional information is provided that supports the installation.
10. **Install Radar Speed Feedback Signs** – These are the electronic signs that display how fast motorists are going. Studies have shown that these signs would not be effective at the current 85<sup>th</sup> percentile speeds. Therefore, staff does not recommend this installation.

Staff will continue to evaluate the area around Maya Lin School for possible improvements. Additional notices will be sent when further proposals or recommendations have been determined. Please feel free to contact Alan Ta, Assistant Engineer at (510) 747-7946, should you have any questions or require additional information.

Sincerely,



Bob Haun  
Public Works Director

Virendra Patel  
Acting Supervising Civil Engineer

VP:mm